AMENDMENT TO THE SPECIFICATION

Please replace the paragraph, beginning at page 7, line 12 through line 18, with the following replacement paragraph:

With further reference to Fig. 2, a front idler wheel assembly 100 is provided at a forward end of the frame 18. The front idler wheel assembly 100 provides structure that allows the front idler wheel to pivot about a generally horizontal, longitudinal axis (first roll axis 80) (see Fig. 4) ~~not shown)~~ so that as the tread 15 encounters irregularities, the front idler wheel 14 and track 12 can pivot to better match those contours. The front idler wheel assembly 100 also permits the angular alignment (yaw) of the front idler wheel 14 to be adjusted left or right (into or out of the page in Fig. 2) with respect to the frame 18, in order to be aligned properly with the rear idler wheel 16.

Please replace the paragraph, beginning at page 7, line 19 through page 8, line 13, with the following replacement paragraph:

A side view of the front idler wheel assembly 100 is provided in Fig. 3. A bottom plan view of the front idler wheel assembly 100 is provided in Fig. 4. Starting at the right of Fig. 3 (viewed from the opposite side as compared to Fig. 2), the front idler wheel assembly 100 includes a first pivot assembly, which includes an eccentric bushing 32 mounted below the frame 18. A front alignment shaft 30 is provided with a ball (not shown) that engages a ball socket 62 (not shown in Fig. 2 or 3, but see Fig. 6), provided as part of the eccentric bushing 32. A front alignment tube 28 is journalled around the alignment shaft 30. An alignment bracket 26 is fixedly attached, as for example by welding, to the exterior of the front alignment tube. The alignment bracket 26 is fastened to the front spindle 20. In the embodiment of Fig. 2, the alignment bracket is fastened to the front spindle 20 by wrapping around the front spindle 20 on each side of a centrally located housing 24. The housing 24 contains a spherical bushing 76 (not shown in Fig. 2) to which the front spindle 20 is attached. The spherical bushing contained in the housing 24 permits the front spindle 20 to pivot universally. The housing 24 is mounted, for example by a weldment, to an end plate 38 provided at the front end of the frame 18. Braces 40 and 42 may be provided between the frame 18 and the housing 24 to provide additional support. A pair of stops 44 (only one is visible in Fig. 2) are provided on the top of the attachment bracket

26. These stops prevent the spindle 20 from pivoting too far, which can result in the idler wheels 14 rubbing against the frame 18.

Please replace the paragraph, beginning at page 8, line 14 through page 9, line 6, with the following replacement paragraph:

The alignment feature of the front idler wheel assembly 100 is accomplished through the combination of the eccentric bushing 32, the ball socket 62 in the eccentric bushing 32, and the spherical ~~busing~~ bushing in housing 24. A detailed front view of the eccentric bushing 32 is provided in Fig. 6. The alignment of the front idler wheel 14 is accomplished by loosening the set screws 34, and then rotating the rotating member 64 to adjust the position of the ball socket 62. The set screws 34 are then retightened to retain the rotating member 64 in the second position. The knob 36, provided on the back side of the rotating member 64 may be used to help turn the rotating member 64. In the embodiment shown, the knob 36 is formed by a bolt head welded to the rotating member 64 so that a wrench, can be used to grasp the knob and make the adjustment. Fig. 6 shows in broken lines a second position for the rotating member 64, wherein the rotating member 64 has been rotated clockwise to move the ball socket 62, and hence the rear end of alignment shaft 30 to the left. The front idler wheel 14 is thereby toed inward, if the front idler wheel assembly 100 is mounted on a left track assembly 10, or, toed outward if the front idler wheel assembly is mounted to a right track assembly 10. It should be understood that rather than a rotating eccentric bushing, any alternative structure could be used that permits selective sliding of the ball socket 62 from side to side.

Please replace the paragraph, beginning at page 9, line 7 through line 15, as amended in the Amendment filed March 17, 2006, with the following replacement paragraph:

The side-to-side tilting of the spindle 20 [[22]] is accomplished through a second pivot assembly, which includes the spherical bushing 76 [[66]] within the housing 24. This spherical bushing 76 permits the spindle 20 [[22]] to tilt as the front idler wheels 14 attached to it are subjected to tilting forces through the tread 15 as the tread passes over uneven ground. The tilting of the spindle 20 causes a corresponding rotation of the alignment bracket 26, which rotation is permitted because of the rotatable connection between the alignment tube 28 and the alignment shaft 30. As best seen in Fig. 5, front tilt stops 44 on the top of the alignment bracket

26 bump up against the top plate 38 to prevent the spindle 20 and front idler wheels 14 from tilting too far. Typically these tilt stops 44 are set to limit the tilt to no more than 5 degrees of rotation for a wide track 12, or as little as 1 degree for a narrow track 12.

Please replace the paragraph, beginning at page 9, line 21 through page 10, line 8, with the following replacement paragraph:

The rear idler wheel assembly 200 is best seen in Fig. 7, which is a detail view of the rear portion of the track assembly 10 of Fig. 2. As seen in Fig. 7, a rear frame bracket 54 is fixedly attached at the rear of frame member 18. A tension bracket 50 is pivotally attached to the frame bracket 54 by a pivot member 56, such that the tension bracket 50 pivots about the pivot member 56 in a generally vertical plane. A third pivot assembly includes the ~~The~~ tension bracket 50 ~~has~~ having a pair of opposing faces 68 that are spaced apart. The rear spindle 22 is provided between the opposing faces, and a pivot bolt 52 is passed though both faces 68 and through a passageway in the rear spindle 22, to pivotally connect the rear spindle to the tension bracket 50. Rear stops 70 are provided to limit the amount of tilt that can be introduced to the rear spindle 22. These rear stops 70 may take the form of plates provided between the opposing faces 68, or any other device that will limit the amount the rear spindle 22 can pivot around the pivot bolt 52.

Please replace the paragraph, beginning at page 10, line 9 through line 14, with the following replacement paragraph:

Additional views of the rear idler wheel assembly are shown in Figs. 8, 9, and 10. Fig. 8 is a top view of the rear idler wheel assembly, and Fig. 9 is a bottom view with the tensioning device removed. The tensioning device shown in Fig. 8 is an inflatable air shock. The tension provided can be adjusted by filling the bladder of the air shock to different pressure levels. Fig. 10 is a rear view of the rear idler wheel assembly. Fig. 10 illustrates the tilting feature of the spindles in broken lines. The spindles pivot about a generally horizontal, longitudinal second roll axis 82, shown in Fig. 9.